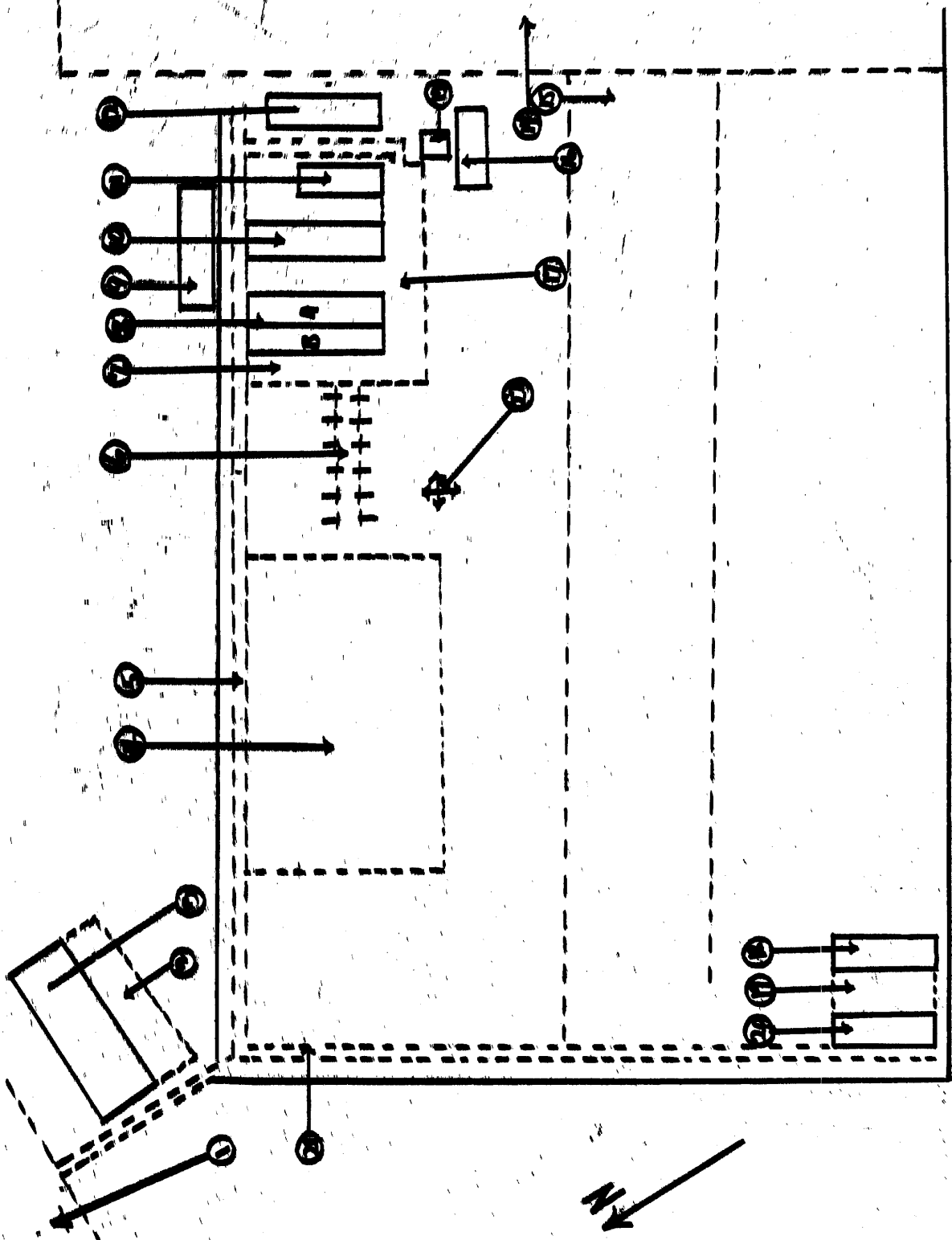


SECRET

50X1

ENCLOSURE B.

Sketch of Prostejov Airfield



SECRET

SECRET

- 2 -

ENCLOSURE B. (CONT'D)

LEGEND

Point # 1. Caserne Area: [See Encl. C].

2. Apron: 70 m. long, 20 to 25 m. wide, concrete, in very good condition. It was completed [redacted] 50X1

3. Hangar: brick, 70 m. long, 30 to 35 m. wide, 12 to 15 m. high with shed roof. Windows were just below the roof on all sides. Accordion-type steel doors extended approximately the entire length of the south side. The hangar was constructed [redacted] 50X1
Fifteen to 20 Fieseler Storch aircraft were parked here nightly. Repair and supply facilities, i.e., tool cribs, hoists, spare parts issue, etc., were located along the northern, eastern, and western walls of the hangar.

4. Ruins of Former German Hangars: bombed during World War II.

5. Road: concrete, five meters wide, in good condition.

6. Parking Place for Aircraft: grass, in good condition, however very muddy when wet.

7. Apron: around the hangar [Point 8]. Concrete, 10 m. wide on the west side of the hangar, in good condition.

8a. Hangar: corrugated sheet steel construction, dark green, 40 to 50 m. long, 15 m. wide, 10 m. high, with a concrete floor and an accordion-type door running the length of the hangar on the west side. It had a shed roof. Arado and Messerschmitt aircraft were parked in this hangar. All echelons of maintenance were performed here.

8b. Hangar: same dimensions and use as the other hangar [Point 8a]. These two hangars were so close together that they may have had a common wall.

9. Main Repair Shop: one-story brick, 40 to 50 m. long, 10 to 15 m. wide, 5 m. high, painted gray, with gabled roof. It was used primarily for engine changes, complete overhaul of fuselage, etc. Civilian and military maintenance personnel worked here. Various metal-working equipment such as lathes, power drills, etc., were located here.

10. Hangar: same dimensions and use as the other hangars [Points 8a and b].

11. Supply Building: one-story wood, 20 to 30 m. long, 10 m. wide, 4 to 5 m. high with gabled roof. The south side of the building had two guard rooms. This supply point issued only small items of supply such as spark plugs, screws, nuts, bolts, etc.

12. Operation Building for Pilot School: 30 m. long, 10 m. wide, 4 to 5 m. high, wood coated with brown oily wood preservative, with gabled roof. It contained the office of the operations officer, class rooms for student pilots, personal equipment room, chart room, etc.

SECRET

SECRET
- 3 -

50X1

13. Control Tower: old wooden control tower.
14. Runway: grass, 900 m. long, 100 m. wide, potholed, somewhat bumpy, in fair condition. The runway boundaries were delineated by markers. It was not extensible because of small hills in the vicinity.
15. Runway: grass, 1,200 m. long, 100 to 150 m. wide, in fair condition, somewhat bumpy (corrugated), extensible to the northwest for a distance of 500 m.
16. Operation Building for Airfield: one-story, 20 m. long, 10 m. wide, 5 m. high, coated with oily brown preservative, with a gabled roof. It contained a weather station, control tower office, operations dispatcher, and usual operations personnel such as airdrome officer (called control officer), etc.
17. Apron: concrete, 60 to 80 m. long and 20 m. wide, in excellent condition. It was used for minor repairs and refueling.
18. Hangar: brick, 40 m. long, 15 to 20 m. wide, 8 m. high, with shed-type roof, and concrete floor. Accordion-type doors ran the length of the east side of the hangar. It was used to park light aircraft: C-104, C-106, Fischer Storch, and Piper Cub. Minor maintenance and major overhauls were performed here. [redacted] the ruins from old bombed-out hangars were in the south and east sides of the hangar area [Points 18, 19, and 20].
19. Apron: 40 m. long, 20 to 30 m. wide, in excellent condition, of concrete construction.
20. Hangar: similar to the hangar [Point 18].
21. Road: dirt, five meters wide, in good condition. It had no ditches or power lines.
22. Fuel Storage Point: underground, concrete-covered. [redacted] does not know the size and capacity of the underground tank. There was a one-meter square steel lid on top of the two-meter deep well where the hose was stored. The fighter aircraft of the fighter school always used this point for refueling. The navigation school obtained fuel for their aircraft from a fuel truck stationed on the apron [Point 3] or from the underground tank. At times the school was not permitted to use the underground fuel. [redacted] has no information regarding POL.

50X1

50X1

50X1

SECRET